THE DAILY NEWS.

VOLUME XX.—NO. 294.] KINGSTON, (CANADA), MONDAY EVENING, AUGUST 21, 1871. [PRICE TWO CENTS.

...ARDERS, M.D., Member ...al College of Surgeons, Eng... Dr. Chase's Surgery, William ... of King Street.

...RY R. EVANS, M.R.C.S., Lon... Office over Parkhill's Grocery

...patrick & Smythe.

...RS and Attorneys-at-Law, So... in Chancery, &c.

A. S. KIRKPATRICK.
R. H. SMYTHE, M.A.

...k. S. Kirkpatrick.

...CROWN ATTORNEY and Clerk ...Peace for the County of Frontenac, ...Street, Kingston, directly oppo... ...ral Telegraph Company's office. ...July 10, 1871.

...rsleeve & Walkem.

...ERS and Attorneys-at-Law, Con... ...ers, Notaries Public.

...hard T. Walkem.

...R IN CHANCERY. Office, ...Street, Kingston, Ont.

J. P. CLIDERSLEEVE, L.L.B.
RICHARD T. WALKEM.

Joseph Rawden.

...ET-AT-LAW, Solicitor in Chan... ...Notary Public, 34 King Street.

John Hudie.

...ER-AT-LAW, Solicitor in Chan... ...Money to lend at ...

...es S. Cartwright,

...ER-AT-LAW, OFFICE, over ...Drug Store.

Removal.

...NEW, Barrister, &c., has re... ...Law Office from Clarence to ...over Mr J. Linton's Auction

W. H. Fallis,

...and Attorney-at-Law, Of... ...Prince Street.

Dentistry.

...RK, L.D.S., DENTAL ROOMS, ...Wilson's Block, Wellington ...Princess and Brock Sts. ...Guaranteed.

...cial Insurance Co.

...MARINE. MAXWELL W. ...AGE, Agent. Office,—Clarence ...opite Post Office.

...al Assurance Company

...RPOOL and LONDON. MAX... W. STRANGE, Agent for ...ce, Clarence Street, opposite

Architecture.

...ERSIGNED is prepared to fur... ...ns and Specifications of Public ...ldings, and also to superintend ...the same.

R. GAGE.

...rble Block, Princess Street. ...e. 1, 1870.

...SURANCE COMPANY.

...E AND MARINE.

CAPITAL $1,000,000.

...ERSIGNED, having been ap... Agent for the above Company, ...sume policies on every descrip... ...le property, for any period from ...ne years, at the lowest possible ...rates.

I. C. HAVEN, Agent.
...Clarence Street, near the British ...al.
...ly 3, 1871.

...NTOSH, Veterinary Surgeon, ...of the Ontario Veterinary Col... Office, City Hotel, Kingston.

...FELLOWS'

...Syrup of Hypophosphites.

...ER of arresting disease displayed ...s preparation is honourably ac... by the medical faculty in every ...it has been introduced; and the ...ing sale is the best guarantee of ...in which it is held by the

...will cure pulmonary consumption ...d second stages; will give great ...ing life in the third. It will ...health, health and ...

...of muscular action and nervous ...enlargement of the liver, gid... ...the spleen, dyspepsia, rickets, ...gular action of the heart, local ...ralysis, aphonia or loss of voice, ...leucorrhœa, chlorosis, amenorrhœa ...Price $1 50; six for ...

...S I. FELLOWS, Chemist, ...St. John, N.B.

COAL. 1871.

...racite Coal Yard.

OFFICE:
...WHARF, FOOT OF JOHNSON STREET.

...AL is Pure Lackawana, being ...in the very heart of the Lacka... ...Scranton, Pittston and Wilkes ...the best selected mines, and is ...a great care expressly for family ...screened and delivered in the ...condition.

...AL SOFT COAL for grates con... ...also Leigh Lump for foundry ...burg for Blacksmiths.

...delivered in any part of the

JAMES SWIFT & CO.
...October 21, 1870.

...Belleville and Intermediate Ports.

...FAVOURITE UPPER CABIN ...

ROCHESTER,
...Masson, Master,
...Wharf every Afternoon at ...

RETURNING,
...leave every Morning at 5 o'clock.

G. H. HATCH,
...Ticket Agent.
...April 10, 1871.

To Let.

...AND DWELLING HOUSE ...by Mr Thomas Driver, on the ...and Wellington Streets.

R. M. ROSE.
...April 3, 1871.

Canadian Navigation Company.

ROYAL MAIL THROUGH LINE.

THE ABOVE LINE is composed of the following SPLENDID UPPER CABIN STEAMERS:

CORSICAN ..... Capt. Fairgrieve.
SPARTAN ..... " Kelly.
PASSPORT ..... " Sinclair.
KINGSTON ..... " Farrell.
CORINTHIAN ..... " Dunlop.

One of the Steamers of the above Line will leave Queen's Wharf, foot of Brock Street, for Toronto and Hamilton, every Afternoon (Sundays excepted) at

HALF PAST FIVE

o'clock. Also, one of the steamers will leave for Montreal every Morning (Monday excepted) at HALF PAST FIVE, touching at Clayton as Alexandria Bay.

Express Line.

CONSISTING of the SPLENDID LAKE STEAMERS

ATHENIAN ..... Capt. J. J. Morley.
ADVONIAN ..... " J. B. Estes.

Will commence their regular trips between Ogdensburg, Ogsego, Charlotte (Lower Genesee), Niagara Falls and Portland, and TORONTO, on the 27th inst.

COMMENCING at 4 A.M.
GOING WEST at 6 P.M.

For Passage Tickets apply at the office of Fabian Bros., Church Street, or at the Lake and River Steamboat Office, St. Lawrence Wharf, foot of Johnson Street.

Passengers going to the West can procure Tickets via Great Western, Detroit and Milwaukee and Michigan Central Railways to Detroit, Chicago, Milwaukee, Grand Haven, and Stations for all the principal points in the West, and also via Pacific Railroad to Utah, Nebraska, Colorado, Nevada and California.

A commodious and convenient Waiting Room for Ladies and Gentlemen on the Wharf.

C. H. BATCH, Agent.
Kingston, June 23, 1871.

...ston and Cape Vincent Ferry.

COMMENCING ON MONDAY, 31st July, the Steamer WATERTOWN, C. Hinckley, Senr., Master, will leave Kingston daily (Sundays excepted)

At 5:45 A.M., after arrival of G.T.R. trains ...Rochester at Oswego at noon, ...P.M., Albany per R.W. and New York at ...P.M.

And at 3 P.M., on the arrival of the G.T.R. ...Rochester at Oswego at 9:30 P.M., ...Rome 2:30 P.M., and New York at 8:30 A.M., and also connecting with the N. T. C. Propellers for Oswego and all Western Ports.

RETURNING,

Will leave Cape Vincent

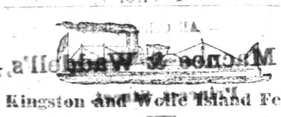
At 8:30 A.M., on arrival of train from Rome, ...and West, and the Bay of Quinte and Lake Steamers.

And at 5:30 P.M., on arrival of train from Rome &c., meeting the G.T.R. trains for East and West, ...for Montreal.

Meals to be had on board.

For freight or passage apply on board or to

G. M. KINGHORN,
Foot of Brock Street.
Kingston, July 29, 1871.



Kingston and Wolfe Island Ferry.

COMMENCING this day the Steamer ...will ply between the ...the summer months:—

DAILY.	
Leaves Kingston.	Leaves Wolfe Island.
At 8:00 A.M.	9:00 A.M.
11:30 A.M.	1:00 P.M.
2:00 P.M.	3:00 P.M.
4:00 P.M.	5:00 P.M.

Per Steamer ...or when she arrives from Cape.

6:30 A.M.	5:00 P.M.
9:00 A.M.	10:00 A.M.
11:00 A.M.	12:30 P.M.
1:15 P.M.	5:00 P.M.

G. M. KINGHORN,
Ferry Wharf, foot of Brock Street.
Kingston, May 1, 1871.

Summer Day Goods

COMMENCING ON TUESDAY, 28th inst., the Steamer GAZELLE, D. Pyke, master, will ply DAILY between Kingston, touching at the intermediate places on Howe Island and the Main Shore,

Every TUESDAY, WEDNESDAY, THURSDAY and FRIDAY at 4 P.M.

RETURNING,

Will leave every WEDNESDAY and FRIDAY at 5:30 A.M. and 8 P.M.

For freight or passage apply on board or to

...Wharf, foot of Brock Street.
Kingston, March 27, 1871.

Ottawa and Kingston

PASSAGE AND FREIGHT LINE.

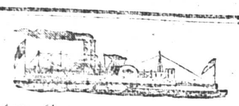
THE NEW AND COMMODIOUS Upper-Cabin Steamer

CITY OF OTTAWA,
CAPTAIN RYAN,

Will be on this line between Ottawa and Kingston, leaving Kingston on TUESDAYS and FRIDAYS at 3 P.M., leaving Ottawa on MONDAYS and THURSDAYS at 7 A.M., calling at the intermediate stopping places, connecting at Smith's Falls with the Brockville and Ottawa Railway running North and South.

For freight or passage apply to the Captain on board,

D. MURPHY,
Canal Basin, Ottawa.
G. M. KINGHORN,
Foot of Brock Street, Kingston.
Kingston, July 24, 1871.



Kingston, Gananoque and Clayton.

THE STEAMER NORFOLK, R. Davis, Master, will leave Clayton for Kingston, via Gananoque, as follows:

TUESDAYS, THURSDAYS and SATURDAYS at 6 A.M., and Gananoque at 7 A.M., touching at all intermediate ports.

RETURNING,

Leaves Kingston at 4 P.M., Gananoque at 7 P.M., for Clayton.

This boat will be open for charter every Monday, Wednesday and Friday.

J. SWIFT & CO.,
Agents,
St. Lawrence Wharf.
Kingston, July 7, 1871.

Room Paper.

A VERY LARGE ARRIVAL of ROOM PAPER.

ALL NEW PATTERNS,

which will be sold at the Cheapest Rate.

At Wm. Robinson's

CITY PAINT SHOP AND ROOM PAPER DEPOT.

Painting, Glazing, Graining and Paper Hanging done at the cheapest rate and best style.

W. ROBINSON.
Kingston, July 18, 1871.

Iced Cream Soda

FROM

DOW'S PATENT FOUNTAIN,

WITH

Choice Syrups.

PINEAPPLE. PEAR,
VANILLA. RASPBERRY,
GINGER. LEMON,
STRAWBERRY. SARSAPARILLA.

COFFEE AND CREAM.

R. WHITE,

CHEMIST AND DRUGGIST,

44 Princess Street.

July 15.

A Saving of 300 Per Cent

BY USING

LIQUID OZONE,

An Infallible Preserve for all kinds of Fruits, Meat, Fish, Poultry, Game, Eggs for hatching or for domestic use, Milk, Butter, Cheese, Lard, Salt Meats, Prepared Meats, and all Animal and Vegetable Substances, in the hottest climates, and for any length of time, without the aid of Sugar or Salt, at a cost of about ... cents per pound of article preserved.

— H. SKINNER,

Sole Agent for the Counties of Frontenac, Leeds, and Grenville.

July 7.

J. A. KAROH,

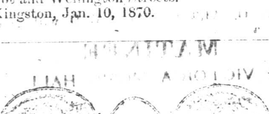
HAVING RETIRED from the Grocery and Liquor Trade, begs to thank his numerous customers for their liberal patronage in the past, and intimates for the future he will strictly confine himself to the

Coffee and Spice Business.

All orders promptly attended to.

J. A. KAROH.

Office and Residence, Earl Street, between Bagot and Wellington Streets.
Kingston, Jan. 10, 1870.



SPECTACLES TO SUIT EVERY SIGHT

AT

HEATH & GUNN'S

PERFECTED SPECTACLE AGENCY,

47 PRINCESS-ST.

OUR ASSORTMENT of Spectacles and Eyeglasses is now very extensive, and comprises, besides the celebrated Perfected Lenses, Shooting Glasses, Coquelles, Readers, Oxfords, &c.

As we strictly observe the system, copyrighted by Messrs Lazarus, Morris & Co., every purchaser of their celebrated Spectacles is guaranteed a perfect fit.

Heath & Gunn's Druggists,

Have now the reputation of drawing the Coldest and Best Soda Water in Kingston. All Syrups made from the Fruit.

Try it.

HEATH & GUNN.

July 29.

SPECIAL NOTICES.

Batchelor's Hair Dye.

This splendid Hair Dye is the best in the world; the only true and perfect Dye. Harmless—reliable—instantaneous—no disappointment—no ridiculous tints—does not contain lead or any other poison to injure the hair or system—invigorates the hair and leaves it soft and beautiful, black or brown. Sold by all druggists and dealers. Applied at the Factory, 16 Bond Street, New York.

Mrs. Winslow's Soothing Syrup.

Rare Opportunity Comes Once in a Life Time. We would by no means recommend any kind of medicine of which we did not know to be good, particularly for infants. But of Mrs. Winslow's Soothing Syrup we can speak from knowledge; in our own family it has proved a blessing indeed, by giving an infant troubled with colic pains quiet sleep, and its parents unbroken rest at night. Most parents can appreciate these blessings. Here is an article which works to perfection, and which is harmless; for the sleep which it affords is natural, as it relieves the patient, and the little cherub awakes as bright as a button. And during the process of cutting teeth it is incalculable. We have repeatedly heard mothers say they would not be without it from the birth of the child till it had finished with the teething stage, on any consideration whatever. Sold by all Druggists, 25 cents a bottle.

Be sure and call for

MRS. WINSLOW'S SOOTHING SYRUP.

Having the *fac-simile* of "CURTIS & PERKINS" on the outside wrapper. All others are base imitations.

Brown's Bronchial Troches.

"I have never changed my mind respecting them from the first, excepting to think yet better of that which I began thinking well of."
HENRY WARD BEECHER.

"For Throat Troubles they are a specific."
N. P. WILLIS.

"Contain no opium or anything injurious."
DR. A. A. HAYES, Chemist, Boston.

"An elegant combination for coughs."
DR. G. F. GUNNOW, Boston.

"I recommend them to all public speakers."
REV. E. H. CHAPIN, D.D.

"Are relief in Bronchial Affections."
REV. S. S. SCHMUCKER, Gettysburg, Ohio.

"Are invaluable for clearing the throat from colds."
REV. S. J. P. ANDERSON, St. Louis.

"Almost instant relief in the distressing labour of breathing peculiar to Asthma."
REV. A. C. BARTLETT, New York.

"Have proved invaluable in case of coughs, hoarseness or sore throat, when used with care."
T. DEWITT, Chairman Central Passaic Church, Montreal.

Genuine are imitations, be sure to obtain the genuine.

The Daily News.

MONDAY EVENING, AUGUST 21.

PRECAUTIONS AGAINST CHOLERA.

The port of Hull, in England, is much exposed to the inroads of cholera, owing to the constant intercourse between it and the continent of Europe. In view of this, we learn from the London *Times* of the 4th that the authorities of Hull, being fully aware of their danger, are actively adopting precautionary measures. On board three of the steamers from Cronstadt to Hull there have been fatal cases of cholera, but the health of Hull was never better than at the time of writing, the death-rate for the fortnight ending on Aug. 2 being only 18.9 per 1,000 of the population. The Sanitary Committee of the Local Board of Health have taken the most prompt action with a view to prevent any importation of the dreadful malady. The chairman of that committee first heard that cholera had occurred on board a Hull steamer, the Burgos, on July 28. He at once conferred with the Mayor and the Board's law clerk, and the same day, before the arrival of the new Order in Council relating to cholera, he appointed temporarily a medical officer to board every ship arriving from Cronstadt, and put the Sanitary Inspector in motion, ordering the preparation of the Cholera Hospital—a wooden building, erected when the town was threatened with the cholera in 1866. At a meeting of the Sanitary Committee, held on July 28, the chairman's action was approved, and the following among other resolutions carried: "That the Local Board, as the nuisance authority, hereby directs that the master of every ship arriving within the district from a place infected with the cholera, having on board any person affected with the cholera, or the body of any person dead with the cholera, must anchor at a place in the Hull roads at a distance of not less than 150 yards eastward of the Humber training-ship Southampton, in order that all persons on board such ship may be examined and certified, as required by the order." The Committee next appointed a medical practitioner, Mr J. F. Holden, to visit each ship arriving from an infected port. A resolution was also passed to circulate among shipmasters copies of the Order in Council. It was also resolved that the law clerk write to the Admiralty, asking for the loan of an old war vessel, to be fitted up and used as an hospital ship in the Humber. It was further resolved that the surveyor be empowered to take all necessary steps to place the public and private sewers and ditches within the Board's district in a thorough sanitary condition. Other resolutions of a like nature were also adopted. The course of the emigration from North Germany to America is by way of Hull and Liverpool, and it will be remembered that on a former occasion cholera broke out among these emigrants only when they had reached the latter port, and were about again to embark. In Hull itself the docks are absolutely within the town, so that ships are moored immediately against the houses, and in this position they are sufficiently under the jurisdiction of the local authorities. The Lords of the Privy Council, the *Times* informs us, had despatched Mr Netton Radcliffe to the north with instructions to visit all the eastern ports in order to give necessary information and injunctions to local authorities with regard to the measures to be taken under the order, and also to proceed to Liverpool and Birkenhead to insure that due provisions are made for dealing with cholera, if it appear among any emigrants who have been allowed to land at Hull and to continue on their way.

Mr John Stuart Mill has been astonishing his Scottish friends by the versatility of his accomplishments. While visiting Edinburgh, this season, he passed much of his time in sketching, which he does, it is said, to perfection. Mr Mill, besides, is a fine pianist, an able philologist, archæologist, and botanist.

ESCAPE OF CONVICTS AT SING SING.

At Sing Sing last Thursday, at a quarter before 12, a tug boat, having a canal boat in tow, and going north, ran down to the prison wharf with rapidity. The guard warned the pilot to keep off, and the warning was heeded apparently, notwithstanding the steamer ran close to the pier. Almost instantly twelve convicts, seemingly understanding the whole movement, made a rush from their work, leaped on board the canal boat, and ran pell-mell over it to the tug and into the engine room. The engineer was dislodged, and one of the convicts dashed into the pilot house and took charge of the wheel. Then the tug was headed for the west shore. The alarm was given as quickly as possible, and many of the regular prison guards rushed toward the pier. They aimed their pieces at the convict pilot and shouted for him to stop, but he crouched down out of sight, and the vessel still kept moving. Word was sent to Sparta, a mile south, where a sailing vessel was procured and sent in chase. Mr Childs, of the prison, also started up the track to Sing Sing wharf and got a sloop under way filled with armed men. At this time the greatest excitement prevailed, as the news of the break became noised about, laging village and hundreds hurried to the river. One of the vessels sent out to capture the convicts overhauled the tug near Rockland. Then the convicts took to small boats which some boys had, and rowing quickly to the shore escaped to the mountain. One convict who got into a boat with a boy was pressed so close that he seized the boy and placed him before him, so that the guard dare not fire. The guard did fire, not at the escaping convict, however, but with an intention to intimidate him. He kept on pulling and reached the shore, where he joined his associates.

It is believed that this escape was planned two weeks ago by persons in New York city. The tug boat was the Dean Richmond, and the captain a Mr Norton. The engineer was Mr Farrell. A boy was also on board named Farrell. Both are under arrest. The tug sailed from New York at 6:30 this morning.

After the tug was captured the authorities found on board the convict's clothing, false whiskers, and several revolvers, which had been brought from New York. The convicts had made time to change their clothing for the suits brought up on the boats. After the tug left the prison wharf the escaping convicts cut the canal boat loose so as to give greater speed to their vessels.

After the escape all the convicts in the prison were locked up and every guardsman sent in pursuit. Mr Lamb, the inspector, happened to be coming down the Hudson River Railroad, and, hearing of the escape, he made haste to reach the scene. It is believed that two of the men who planned the break are in the mountains with the convicts. It is possible that desperate fighting may take place in the mountains on the west shore before the convicts are captured.

FRANCE AND IRELAND.

It is no wonder that the arrival of a French Deputation in Dublin just now has created what is called great enthusiasm. This would have been the case had there been no son of Marshal McMahon along with it, to call up by his Celtic name and family history patriotic associations, dating back for two centuries. A sword was, some years ago, presented to the Marshal by a number of his Irish admirers, and his son now renews the mutual recognition in being a member of the Deputation, which has come to thank Ireland for aid extended to the wounded of the late war. He was loudly cheered by thousands of spectators, and his reception by the authorities and the people of Dublin is said to have been worthy of a king. This may be well believed by those who know the ardour of the Irish temperament, and the memories of which the young McMahon will have been made the symbol.

Although no political meaning whatever could be attached to such a visit, which is still more due to England, it was pretty sure to be taken occasion of to display the spirit of Nationalism, and a feeling anything but cordial to the Government. It follows too closely upon the recent unfortunate visit of the Princes and other members of the Royal Family, not to provoke a disagreeable contrast. It may, therefore, have served all the more effectually as a means of letting oil some of the bitterness which that well-meant visit has left behind. There are, undoubtedly, historic ties of sympathy between France and a portion of the people of Ireland; but France never co-operated with Irishmen for love of Ireland, or for an idea, but for the promotion of arbitrary rule, and from motives of ambition and traditionary hostility to England, which the latter has, in some respects, only too well repaid.—*Witness.*

FALSE NEWS.

Is it not time that the law turned its attention to the scoundrels who deliberately concoct and disseminate falsehoods, for the sake of "sensation" or gain? There is punishment, swift and severe, provided for one who knowingly circulates a spurious coin, but he who knowingly circulates spurious news pursues his nefarious avocation unchecked. The passing of base coin, at most, entails a pecuniary loss; and, even then, mostly only temporary; but it is fearful to think of the amount of misery produced by the sending of false telegrams, recounting the burning of a crowded passenger steamer; the collision of excursion trains, tremendous bank and other failures, and similar horrors. Relatives of persons on steamers or trains thus dealt with, have been known to drop lifeless, or to be struck with a sickness which leaves them but wrecks of their former selves. The concocted report of the safe arrival of the ill-fated City of Boston, and the subsequent contradiction, shattered many a strong frame, and one fine young fellow, who had a dear relative on board, became a raving lunatic until death released him from his awful mental sufferings.

Yesterday the news came that the Pacific Mail Steamer Henry Chauncey had been burnt on the Virginia coast. It is easy to imagine the feelings of those having kindred or friends aboard; the horrors of a ship on fire at sea have too often been portrayed to need repetition; let us hope none gave way beneath the terrible blow Providence had seemingly aimed.

The news of the burning reached New York yesterday; the details were minute, and the despatch bore on its face the look of truth, but—and how often have we had to repeat these words?—a subsequent despatch declared the first to be a canard. Says the last despatch: "It is a forgery and a dodge to 'bear' the Pacific Mail stock." It seems to us that it is high time a stop was put to this sort of work; this prostitution of the telegraph has been permitted too long. We shall be glad to hear that an example has been of the writer of that steamer burning canard.

A gentleman said to an old lady who had brought up a family of children near the Merrimack river, "I should think you would have lived in constant fear that some of them would have got drowned." "Oh, no," responded the old lady, "we only lost three or four that way."

A LIFE STORY.

A Hungarian named Endre Tagete, of Fremont, Iowa, lately closed his variegated career by taking at one dose three bottles of Perry Davis' pain-killer in a most remarkable way. He left a manuscript account of his life, from which it appears that he was of noble birth and well educated. He was engaged in the revolution of 1848, was taken prisoner by the Austrians, and sentenced to be shot; but he escaped and went to Italy, and afterwards to Algeria, where he lost his money by gambling; he entered the French service and fought the Kabyles for two years, at the end of which he was captured and reduced to slavery, from which he was redeemed by a female servant of the daughter of the chief, who married and converted him to the Mahometan faith. Soon she died and he returned to Europe, wandering first through the desert, stealing a camel on which to ride and at last reached the borders of the Mediterranean, where he took passage on an American ship to Messina. He joined the army at Naples, and for insubordination was condemned to serve four years in the galleys, soon he escaped and fell into the hands of brigands, but as he had no money he was permitted to depart in peace.

Then he went to Genoa, where a Neapolitan officer recognized him and placed him in irons, preparatory to sending him back to the galleys. The captain of the vessel who was conveying our hero pitied him, struck off his irons, and allowed him to jump overboard and escape; but no sooner had he landed than a French patrol clapped him into prison, and he was claimed by the government at Naples. However, he pretended to be a French deserter was not given up, and in six months was fighting at the Crimea. He served also in the Franco-Italian war, and four years afterwards was fighting in this country in the Federal army. When the war was ended he settled down on the banks of the Wasipiniocn, where he fell in love with a farmer's daughter living at Fremont; but, although at first she seemed to return his passion, she soon grew cold, and drove the poor devil to frenzy. So he bought three bottles of the pain-killer, loaded a gun and went to the house of his beloved while her parents were at church, poured the contents of three bottles into the muzzle of his gun, asked the girl if she would marry him, and when she refused to do so, put the muzzle of the gun into his mouth and fired, killing him instantly.—*New York World.*

GENERAL O'NEIL, THE FENIAN.

The New York *Sun* has a despatch from St. Louis which says:—Among the recent additions to our population are Gen. O'Neil and Capt. F. R. Butler, representatives of two distinct Irish organizations. The General may be remembered as the hero in the two Fenian trips toward Canada. Capt. Butler is from Chicago, and represents the Confederated Irishmen, whose object is the liberation of Ireland, to be undertaken when England goes to war with some other nation. O'Neil is making collections for another march in the direction of Canada, and is meeting with a success which does infinite credit to his genius for raising money.

The new plan is an invasion of Canada by way of Pembina. The General says that he will raise one hundred men, and with them proceed by rail to St. Paul, where, he says, he can obtain free transportation by steamer to the province of Manitoba. Once on the Canadian side of the line, he expects without trouble to capture Fort Garry, the Canadian troops having been recalled to Ontario and the half breeds being hostile to the Dominion Government.

Capt. Butler, who styles himself the "young Irish orator," denounces the General as a fraud, and the Fenian organization as a disgrace to his countrymen. He charges that the General embezzled the funds of the patriots while President of the Brotherhood, and is incompetent to lead soldiers. These, with other charges equally grave, the Captain states in the most open manner, and he promises to make certain exposures before many days which will open the eyes of Irishmen to the manner in which they have been duped by specious swindlers. A fight between the two warriors is anticipated, the Captain having announced that he will make the promised exposures publicly before an audience next week.

WHAT THE ATLANTIC CABLE HAS DONE FOR SCIENCE.

In his opening remarks, the President, Sir William Thomson, referred to the origin of the British Association and its connection with Edinburgh, and paid a tribute to the memory of Sir John Herschel and Prof. de Morgan, who had passed away since the last meeting. He then drew a masterly sketch of the work done by the Association in its earlier years by its first and its later illustrious leaders—Brewster, Harcourt, Faraday, Young, Gregory, Hamilton, Tait, Sir John Herschel, De Morgan, Welsh, Balfour, Stewart, Sabine, &c., in which he made the following interesing announcement: "A recalculation of the harmonic analysis for the altered state of terrestrial magnetism of the present time has been undertaken by Adams. He writes to me that he has already begun some of the introductory work, so as to be ready when Sir Edward Sabine's Tables of the values of the Magnetic Elements deduced from observation are completed, at once to make use of them,' and that he intends to take into account terms of at least one order beyond those included by Gauss. The form in which the requisite data are to be presented to him is a magnetic chart of the whole surface of the globe. Materials from scientific travelers of all nations, from our home magnetic observatories of St Helena, the Cape, Van Diemen's Land, and Toronto, and from the scientific observatories of other countries, have been brought together by Sabine. Silently, day after day, night after night, for a quarter of a century he has toiled with one constant assistant always by his side to reduce these observations and prepare for the great work. At this moment, while we are here assembled, I believe that, in their quiet summer retirement in Wales, Sir Edward and Lady Sabine are at work on the magnetic chart of the great world. If two years of life and health are granted to them science will be provided with a key which must powerfully conduce to the ultimate opening up of one of the most refractory enigmas of cosmical physics, the cause of terrestrial magnetism. Sir William then referred to recent advances in several branches of science: "Accurate and minute measurement seems to the scientific imagination a less lofty and dignified work than looking for something new. But nearly all the grandest discoveries of science have been but the rewards of accurate measurement and patient, long continued labour in the minute shifting of numerical results. Those who perilled and lost their money in the original Atlantic telegraph," he said, "were impelled and supported by a sense of the grandeur of their enterprise, and of the world-wide benefits which must flow from its success; they were at the same time not unmoved by the beauty of the scientific problem directly presented to them; but they little thought that it was to be immediately, through their work, that the scientific world was to be instructed in a long neglected and discredited fundamental electric discovery of Faraday's; or that, again, when the assistance of the British Association was invoked, to supply their electricians with methods for absolute measurement (which they found necessary to secure the best economical return for their expenditure, and to obviate and detect those faults in their electric material which had led to disaster), they were laying the foundation for accurate electric measurement in every scientific laboratory in the world, and initiating a train of investigation which now sends up branches into the loftiest regions and subtlest ether of natural philosophy.

REORGANIZATION OF THE GERMAN ARMY.

The military chiefs are working with indefatigable application to reorganize the German forces to form an Imperial army on the Prussian system. The preparatory labours were completed long since it seems; they were finished before the German batteries had ceased bombarding Paris. Count Von Moltke and General Von Roon are hastening with all possible speed the execution of this great work. Within a year from now all the little German armies will have become integral parts of one grand body. Once this fusion accomplished, the new empire will have the largest army the world has ever known.

The future division of the troops of South Germany, including the quota of Alsace and Lorraine, is already fixed upon; it will consist of five army corps; and the number of corps for the Northern army is fixed at thirteen. The German army will thus consist of eighteen corps—the Prussian Guard, and several corps of the line. Each corps will be composed of eight or nine regiments of infantry and five or six regiments of cavalry, which would, in all, make a force of over 150 regiments of infantry and over 100 of cavalry. As each regiment is composed of 3,000 men, this will form a standing army of at least 750,000.

To the regular army must be added the reserve and the landwehr, which, it is generally believed, will be organized in the Southern States on the exact principle of the Prussian reserve and landwehr.

FRENCH REVOLUTIONS

The instability of the French nation is shown by the desire for constitutional change. Within the last eighty years they have had no less than fifteen constitutions, in addition to minor changes. The following are the dates and the durations of the constitutions:

1. That of 3rd of September, 1791, which lasted fifteen months. 2. Of 24th June, 1793, fifteen months (ended with the fall of Robespierre. 3. Of 19th Vendemiare, 2nd year of the Republic, three months. 4th. Of 14th Frimaire, the same year, 15 months. 5. Of 4th Fructidor, 3rd year (Directory), four and a half years. 6. Of 22nd Frimaire, 7th year, (First Consulate), two years. 7. Of Thermider, 10 year (Second Consulate), two years. 8th. Of 23rd Floreal, 12th year (First Empire), ten years. 9. Of April, 1814, three months. 10. Of 4th June, 1814 (La Charte) nine months. 11. Of 22nd March, 1815 (Hundred days), two months. 12. Of 7th July, 1815, (Restoration), fifteen years. 13. Of 6th August, 1830 (Louis Philippe), eighteen years. 14. Of 12th November, 1848 (Second Republic), two years. 15. Of 14th January, 1852 (Second Empire), nineteen years.

In addition we may add at least one more constitution, we presume, as the result of changes that have taken place within the twelve months. Other nations have had their changes, but none have experienced such frequent revolutions as France.

A NEW LAND COMPANY.

Lieut.-Col. Shaw, immigration agent at Glasgow, is now in Canada trying to work up a large scheme of emigration in which he is interested. He proposes to form a company with sufficient capital. The scheme then is to send out and settle on the lands of the Dominion and of the provinces 100,000 Scotch families, as well as also such labourers and others wanted by those who may employ the company to get them. The Government is to give the land, and the company to advance the passage money and take general charge in Canada of the emigrants for a limited period, repaying itself by labour, and from the increased value of the unsettled lots adjoining those improved.

This scheme, Col. Shaw says, can be carried out whenever the Provincial Governments will give the land, as gentlemen of capital are quite ready to subscribe the necessary funds, being convinced that it would be a profitable investment. No doubt it would be for the stockholders; the more important question, however, is would it be profitable for Canada? Col. Shaw thinks it would. He estimates that the assessable value of these 100,000 families in ten years will be no less than $350,000,000. In the meantime, it would do away with considerable expence now incurred by us in keeping up emigration agencies, and also in transporting and caring for emigrants after their arrival here.

On the other hand there is always a danger of these land companies eventuating in injurious monopolies. We have had some little experience of this sort of thing, and we know that companies are always bodies without souls or consciences, and no matter how fair their promises they are apt to think of their own monetary interests in preference to anything else. They are often profitable for the stockholders, but not always to the country at large. It would be well, therefore, to give this matter careful consideration, and to wait for more light before expressing a definite opinion. There can be no question that the addition of 100,000 Scotch families to the population of Canada would be a decided advantage. No more thrifty and orderly people could be obtained anywhere. If we were sure of this scheme being carried out, we would, at first sight, be prepared to support it. If an arrangement was made by which in the event of the company failing to fulfil its promises within a reasonable time, the land should revert immediately to the Provinces, one objection would be met. Meantime, we wait further developments.

The following story is related by Mr Jefferson concerning the first Continental Congress: "Delegate Harrison, of Virginia, desiring to stimulate, presented himself and friend at a certain place where supplies were furnished Congress, and ordered two glasses of brandy and water. The man replied that liquors were not included in the supplies furnished Congressmen. 'Why,' said Harrison, 'what is it, then, that I see the New England members come here and drink?' 'Molasses and water, which they have charged as *stationery*,' was the reply. 'Then give me brandy and water,' quoth Harrison, 'and charge it as *fuel*.'"

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